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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kong, 14th August, 1903. [a1451]

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We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
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MOTOR CYCLES, MAIL CARTS,
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all branches of the business. Re-enamelling a
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CARTRIDGES, 10, 12, 16, and 20 BORE,
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AMMUNITION in Variety.
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Hongkong, 28th November, 1903

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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Launch Service for Guests.
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Hongkong, 31st October, 1902. [a29]

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Breadth 7 feet.
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NOS. 1, 2 or 3, STEWART TERRACE,
The PEAK.
Apply to
THE HONGKONG LAND INVEST-
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Hongkong, 21st May, 1904. [1294]

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THE whole of the FURNITURE and
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Hongkong, 25th May, 1904. [1327]

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Hongkong, 1st May, 1904.

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DATES, FIGS, RAISINS, ALMONDS and NUTS. STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT, CHEESE, SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN CHEESE.

YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.

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17A, QUEEN'S ROAD CENTRAL. Hongkong, 21st December, 1903. [a38]

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Apply to—
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(ESTABLISHED 1825.)

Funds nearly
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BEFORE assuring elsewhere compare the
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Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
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Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

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FROM THE TRAMWAY TERMINUS
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.

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Hongkong, 10th June 1903. [a1982]

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A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
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AND

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to MACAO, thence to CANTON (and back to
Hongkong, will be found interesting and
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WM. FARMER,
Proprietor. [a1362]

INTIMATION



A. S. WATSON & CO.,

LIMITED

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Saturday, 8.30 A.M. to 2 P.M.

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An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.

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NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Presses should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 6th Ed. (Lester's) P.O. Box, 33. Telephone No. 12.

BIRTH.

On the 2nd June, at 2, Wayside Road, Shanghai, the wife of RUTHVEN MACFARLANE, of a daughter.

DEATHS.

On the 1st June, at 15, Wooning Road, Shanghai, HELEN MORRISON, the beloved wife of GEORGE MORRISON, aged 24 years.
On the 2nd June, at the General Hospital, Shanghai, MARY, the beloved wife of G. W. HENNETT, of the Wooning Hotel.
On the 2nd June, at 99, Bubbled Well Road, Shanghai, Captain JOHN FARROW, late Imperial Maritime Customs.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, G.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th JUNE, 1904.

THERE seems now no longer any doubt that General KUROPATKIN is marching to the relief of Port Arthur. It would appear that he is confronted with a most difficult, not to say a most perilous task, for "Russia's bulwark in the Far East" seems now to be closely invested by the Japanese, and the Russian garrison driven in upon its works and shut up. This being the case, military experts agree that it will require but a relatively small part of the Second Army to maintain the siege, leaving a good part of this Army for operations elsewhere. It is impossible to judge precisely of the value of the statements emanating from St. Petersburg, but we can hardly credit the suggestion contained in a REUTER'S telegram which we publish to-day that the announcement of a southward movement to relieve Port Arthur is intended to conceal a general retreat northward which a strong rearguard is demonstratively covering. We have to bear in mind the fact that the capture by the Japanese of this Eastern Sevastopol, which appears to be garrisoned according to the generally accepted estimate, by about 25,000 men, including the sailors, would be a tremendous blow to Russian military prestige, and the feeling in St. Petersburg that Port Arthur must be relieved at all costs can be fully understood.

The scepticism with which the announcement of a southward movement has been received is no doubt attributable to the information which has these last two months been emanating from St. Petersburg attributing to General KUROPATKIN a plan of campaign entirely different from that which he has been obliged to accept. In the very latest home papers to hand we note the statement that the Commander-in-Chief had advised his Sovereign in the sense of abandoning the whole of Manchuria and concentrating his entire army of 200,000 men in the Trans-Baikal district. It would appear from these reports that General KUROPATKIN considers that he has much too small an army for the task he is required to perform, and that he recognised when he came to take up the command the impossibility of transporting and feeding a very much larger one. No doubt time has improved the possibilities in this respect, and the number of troops he controls will surely if slowly be considerably increased. The question of the moment is: Will the Japanese force investing Port Arthur quietly remain inactive as though the intention were to bring about the fall of Port Arthur by famine, or will they speedily follow the simple investment, siege, or bombardment, by a determined assault?

Statements of a most contradictory nature have been published as to the supplies at Port Arthur. On the one hand we are told that there are scarcely three months' provisions and not more than six weeks' coal supplies, while on the other we get the assurance that Port Arthur is sufficiently provisioned to enable the garrison to hold out for twelve months. If there is such a large stock of provisions in the town the authorities seem to have well concealed the fact from the knowledge of the residents who fled before the investment began. It will be remembered that after the first bombardment, reports came from Port Arthur that prices of the ordinary necessities of life advanced enormously, but between that date and the investment there was ample time to provision Port Arthur for a prolonged siege, and also to complete or strengthen the land forts, many of which at the outbreak of the war were said to be unfinished and unarmed. It seems to be generally expected in the North that the Japanese will attempt the capture of the fortress by assault, and among the Chinese at Chefoo the fall of Port Arthur is regarded as a question of a few days. The weakness of Port Arthur is declared to be that its land defences are scattered. It is suggested that the Japanese could silence some one of the outer forts by concentrating a crushing fire upon it, and once silenced it could be stormed and used to mount guns for the reduction of its nearest neighbours, thus opening a way through the ring of forts. After what we have learnt of the bravery and tenacity of the Japanese troops at Chuliencheng, at Kinchow and Nanshan, an attempt to capture Port Arthur by assault is, we should say, extremely likely.

Three fatal cases of plague were notified yesterday, the victims being Chinese.

Three Chinamen are to be tried at the next Singapore Assizes for making counterfeit coin.

The Fanny Stanley Opera Company open their season to-night at the Theatre Royal with *Dorothy*.

Shanghai residents have organised a treat for the men of the British fleet which is now at Wooning.

Mr. S. L. Thornton arrived at Singapore a few days ago and took the place on the Bench of Mr. Justice Hyndman Jones.

During the absence of Sir John Keane from Colombo Lord R. F. Herschell is to act as Private Secretary to His Excellency Sir Henry Blake.

The dysentery bacillus is reported in Ceylon papers to have been discovered by Dr. Aldo Castellani, in charge of the Bacteriological Institute there.

An Imperial Decree orders a sum of Tls 100,000 to be set aside from the Treasury of the Imperial Household towards the cost of organising a branch of the Red Cross Society in China.

Captain John Farrow died at Shanghai last week. He was known and very much liked over almost all the coast of China, says a Northern contemporary. He was best known in Amoy, where the news of his death will be received with very sincere regret.

Mr. H. C. Nicolle, who went from here to Colombo a few months ago to arrange a new system of accounts at the Government Treasury, is the Ceylon Observer says, to return to Hongkong in August. This disposes of the story that Mr. Nicolle is to be appointed Treasurer of Ceylon, a story which has excited no little feeling among the Treasury officials and others in Ceylon.

Kwei-in, an Assistant Imperial Resident in Tibet, has been retired "on account of continuous illness." Recently it was reported that he was raising 1000 Stehuanese as an escort to Tibet.

We have received from the office of the *Indian Textile Journal*, Bombay, a copy of "The Indian Textile Journal Diary and Reference Book for 1904," which forms a valuable *note book*, pocket-book size, for those engaged in the business.

The Shanghai Electric & Asbestos Co., Ltd. held their first annual meeting a few days ago. The company paid a dividend of eight per cent., the profits during the year being roughly 14 per cent. of the capital. Tls. 2,000 were carried forward.

It will interest those members of the Corporation Contingent who were in England in 1902, to know that Miss Violet Brooke-Hunt, the lady who paid a good deal of attention to them during their stay there, has issued, in conjunction with the Countess of Malmesbury, through Mr. John Murray, a book entitled "Golden String."

Sir Henry Blake, who recently met with an accident which confined him to his bed, is reported in the latest Ceylon papers to hand to be a great deal better and able to move about a little, though reclining on the sofa a large part of the day. His Excellency was staying at Nuwara Eliya, and expected to be able to leave with Lady Blake for another part of the island about June 6th.

"Coloniasis," writing in the *Fortnightly Review*, claiming to record the views of responsible Russian statesmen, states that during the Boer war Russia offered to the Marquis Ito if allowed a free hand in Manchuria and Corea, to support Japanese expansion in the Malay archipelago and Oceania, especially against the Commonwealth, whose exclusion of the Japanese was intensely galling to Japan.

Port Arthur is the locality most prominent at present. Most people are probably unaware that both the Canadian Dominion and the Australian Commonwealth have places of the same name. It was from the little township of Port Arthur, on the western side of the great Canadian lakes, that Lord Wolseley started a generation ago to suppress the Red River rebel half-breeds. Port Arthur, in Tasmania, is one of the loveliest spots on earth, but for many years it was degraded into a convict inferno.

China, Weissen and Chonshan are to be opened to foreign trade. H.E. Yuan Shih-kai and the Governor of Shantung jointly memorialised the Throne, pointing out that in consequence of the completion of the Kinchow-Chinan railway, and the approaching construction of the Tientsin-Chinkiang line by England and Germany jointly, the trade at the above-mentioned centres has greatly increased, and it is believed that a still greater increase will result when these places are opened to international commerce. "Let action be taken at once" is the Imperial order.

Owing to the completion of the Chiao-Chuan-Chinan railway, which is about 800 km length, the Chief Engineer has made a representation to the Governor of Shantung, asking permission to construct a branch line from Tung-kuan to Hsiao-ching-ho, about 3 km distant. The Director of the Bureau of Commercial Affairs at Chinan has been instructed to devise means to procure funds for this line, which will be under Chinese control, though the material will be purchased from Germany in accordance with a clause inserted in the agreement between the Chinese Government and the German Railway Company some time ago.

So far as we can gather from native statements, says the *Peking and Tientsin Times*, there must be about eight million taels at least in Peking now, all collected on behalf of military expansion in the name of the new Military Reform Board, or Lien Ping Chin, and all this money has been collected from the various provinces within the past few months. We are told that during the present month no less than 15 million taels has been forwarded to Peking from Chihli Province, of which Tls. 500,000 represents customs collection. The figures are large, but China is a big country, and when once the Government begins to put the screw on the various provinces the results are surprising. In continuation of the above information, we are told the Government is still dispatching urgent telegrams to all the provinces to send up more, and yet more money.

Messrs. Baudin & Co., of Newchwang, in a market report dated May 25th which came to hand yesterday state—Pilots are made compulsory and is increased to six taels per foot, and all night work is prohibited. On the other hand the Russians have permitted the use, while vessels are entering or leaving the river, of two removable marks to lessen the difficulties of navigation. Great quantities of boats have come down river during the last six weeks, but unsold stocks are now reduced to about 13,000 piculs in harbour, and 30,000 piculs on route. Prices are high. The next big fleet of boats may be expected to arrive about 20th June, until which date there is unlikely to be any fall in prices. About a month ago high rates would have been gladly paid for southern ports, but tonnage was unobtainable—now freights have declined in sympathy with southern markets. The Norwegian str. *Standard* was settled at 50 cents to Shanghai on 26,000 piculs, and the British str. *Dorvald* at 60 cents to Swatow on 40,000 piculs. Arrivals to date are 32, against 255 in 1903. Vessels in Port—*Pechili, Wosang, Waishing, Kashing, Kalgan, Dorvald, Bawton, Pronto*. Vessels Expected, *Carl Menzell, Newchwang, Victoria, Chefoo, Empson*.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE TIBET MISSION.

ANOTHER BATTLE.

LONDON, 8th June.

Kangma was attacked on Tuesday, the Tibetans being repulsed with a loss of 116 killed. On the British side one Gurkha was killed.

The British force now numbers 5,000 besides carriers.

[REUTER'S SERVICE.]

REPORTED CESSION OF THE PHILIPPINES TO JAPAN.

LONDON, 8th June.

The report current in St. Petersburg pointing to the eventual cession of the Philippines to Japan is emphatically contradicted in Washington.

KING EDWARDS VISIT TO KIEL.

LONDON, 8th June.

In view of the efforts of the German Press to represent the King's visit to Kiel as a political move of Great Britain, as being anxious to secure the friendship of Germany on the Bismarckian principle of re-assurances; the *Times* emphatically declares that the King's visit is dictated solely by considerations of international courtesy and family relationship, and that there is no political motive. It is believed that the *Times* in this declaration reflects the official view of the visit.

[N.C. DAILY NEWS SERVICE.]

DISAPPEARANCE OF MR. SOPER.

WEIHAIWEI, 1st June.

Mr. Soper, the English engineer in Russian employ, left Dally in his own yacht with two Russians.

The latter have arrived here and report that Mr. Soper was drowned on the voyage. Foal play is suspected.

WATER POLO.

ROYAL ARTILLERY V. V.R.C.

The above was played at the V.R.C. pond yesterday afternoon, Longman being captain of the Royal Artillery team and R. Wittchell captaining Victoria Recreation Club. Mr. T. Meek was referee. The sides, V.R.C. on top, were as follows:—

E. Humphreys, A. S. Alves, J. Alves, R. Wittchell, N. H. Alves, J. Wittchell, H. Gidley, Longman, Penny, Money, Ramsey, Fisher, Powell.

At the first throw in R. Wittchell secured the ball after a hard swim for it, passing to N. H. Alves in the right wing; a shot by the latter was stopped by Powell, the R.A. goal. J. Alves then passed to J. Wittchell, who shot a remarkably good goal with a back-hand swing. After the throw-in play was again kept on the soldiers' side, R. Wittchell shooting No. 2 goal with a long centre shot, off a pass from N. H. Alves. For the third time the club outswam their opponents, the ball again being passed to N. H. Alves in the wing, and Alves, as before, returned it to J. Wittchell now advanced to a forward position. Wittchell with a back-hand drove it home with great force. A. E. Alves and Longman had a bit of a scrap in the wing, the latter fending by taking the leather beneath water. Alves had a free throw, but the visitors secured possession. Sewell finished the advance with a goal, the first for the R.A. J. Wittchell shot, the ball being well fielded; he pressed again, however, and scored. Fisher was the next to shoot; he sent the ball a little wide. The R.A. goal-keeper good work, stopping shots by N. H. Alves and J. Wittchell.

Half-time—V.R.C. 4; R.A. 1.

Resuming play after a short spell, the Club secured the ball. N. H. Alves passed to A. Alves, who passed to J. Wittchell, and the latter shot an easy goal. The Club then went in more for passing to each other than adding points; they simply swam around their opponents, dodging prettily and causing considerable amusement. Powell gave the V.R.C. a free throw, by sending the ball more than half the distance. The Artillery were not in the least dispirited; on the contrary improved with time, giving Humphreys quite a lot of work. The latter stopped well. Gidley, also, played well. A. Alves passed to R. Wittchell, the latter making a foul by using two hands. J. Wittchell shot into net, but just about that time Powell caught a cramp and climbed on to the top of his citadel; so the goal was not counted. The sight really was very funny and caused considerable merriment. W. T. Andrews went into goal for the soldiers, Powell making his way into a dinghy. Another R.A. man who had been hanging on to the bars for some time also got out of the water with cramp. To equalise things somewhat J. Wittchell retired. The announcement of "time" caused some of the players considerable relief. The Club gave three hearty cheers for the R.A., and the latter, some in the water and others aboard the dinghy, responded. Result—V.R.C. 5; R.A. 1.

Eight minutes each way was too much, as some of the men were not in form, but a difference is expected at the next contest.

THE WAR

[FROM OUR OWN CORRESPONDENT.]

THE RUSSIAN SOUTHWARD ADVANCE.

LONDON, June 7.

General Kuropatkin, Commander-in-Chief of the Russian army, has been instructed to proceed South quickly.

General Kuropatkin and his staff are reported to be between Haiching and Tachicho.

Admiral Dubasoff says that a determined sortie by the fleet at Port Arthur is probable.

KUROPATKIN AT LIAOYANG.

LONDON, 8th June.

General Kuropatkin, apparently, has returned to Liaoyang.

[In London telegrams dated the 2nd inst. it was announced that General Kuropatkin was ready to take the offensive on an important scale.—E.N.D.P.]

[REUTER'S SERVICE.]

LONDON, 6th June.

All correspondents to St. Petersburg unite in affirming that General Kuropatkin has ordered a Southward movement to relieve Port Arthur.

Some critics suggest that this unanimity is intentional, and intended to conceal a general retreat Northward, which a strong rearguard is demonstratively covering.

THE SITUATION ON THE MANCHURIAN FRONTIER.

LONDON, 6th June.

The anxiety in St. Petersburg regarding the situation on the Manchurian frontier is increasing.

Owing to the restlessness of the Chinese troops it is feared that General Ma will lose control over the forces under his command.

[N.C. DAILY NEWS SERVICE.]

ANOTHER RECONNAISSANCE OF PORT ARTHUR.

TOKYO, 31st May.

Four gunboats, two destroyer flotillas, and two torpedo-boat flotillas made a reconnaissance in force of Port Arthur at one a.m. on the 30th (Monday), under the fire of the batteries.

A shell hit the third gunboat. One petty officer was killed, three men were wounded, and one gun was destroyed. There were no other losses.

GENERAL KUROKI'S PLANS.

LONDON, 1st June.

The belief is gaining ground at St. Petersburg that General Kuroki's movement towards Liaoyang is a mere feint to distract General Kuropatkin's attention from the peninsula, while the Japanese are landing at Takushan and elsewhere preparatory to attacking Port Arthur.

[FROM THE "SIN WAN PAO."]

DESTITUTE RUSSIAN TROOPS.

CHINGCHOW, 1st June.

In Neu Chia Tun, east of Yinkow, there are at present 600 Russian infantry, with 16 guns, who, having their pay cut off, are in a miserable condition. They steal timber and coal, and sell them to the people living in the vicinity at a low price, in order to obtain provisions; one pair of leather boots was sold at thirty cents.

THE JAPANESE OCCUPATION OF DALNY.

CHEFOO, 31st May.

A number of mechanics of Chiniwo (Dalny) who left Kinchow Bay in native boats and arrived here to-day, report that two Russian torpedo-boats came to Dalny on the 28th ultimo, but it was not known where they went to or what they did. Heavy rain fell during that night. While it was raining Japanese troops landed at West Hill (Shoushishan) and began to fire on the enemy before daylight the next day. At this time the Russian authorities at Dalny received a telegram from Port Arthur instructing them to retreat to Port Arthur. Before leaving they destroyed the locomotives and exploded six magazines which they had previously placed about the railway station. The station buildings were said to have been destroyed and several Russians killed. The Russians then left for Port Arthur. On the 28th Japanese troops arrived and at different parts of the place were to be seen only Chinese and Japanese flags hoisted.

[RUSSIAN OFFICIAL DISPATCH.]

THE BATTLE OF KINCHOW.

MOUKDEN, 1st June.

According to official information received, the Japanese directed, on the 26th May, three divisions with 120 guns against Kinchow. Four gunboats and six torpedo-boats supported the attacking troops by cannonading especially our artillery. The battle commenced at 5 a.m. The enemy did much damage to the larger part of our siege guns. The infantry of the enemy outflanked our left wing, by walking through the sea as deep as the belt. In consequence of the enormous preponderance of the forces of the enemy, our troops began to retreat at 8 p.m. to Nanshanlin, after having blown up the siege guns that were not injured by the enemy. Our losses are killed and wounded 30 officers and 800 men; the losses of the enemy are said to be enormous.

A GENERAL ORDER TO THE PORT ARTHUR GARRISON.

After the battle of the Yalu, General Stosel, commanding the garrison at Port Arthur, issued the following order of the day:—"On April 30 and May 1 the enemy crossed the Yalu in great force, and our troops fell back on positions which had been previously selected. Yesterday the enemy effected an important landing on the Liaoting Peninsula, south of Pitszewo and in the vicinity of Kinchow Bay. Now our work is beginning. Naturally the enemy will destroy railway communication, and endeavour to drive our troops back to Port Arthur and besiege this fortress, Russia's bulwark in the Far East. Defend it until the arrival of the troops which are coming to relieve us. I consider it my duty to call upon you to display unceasing vigilance and caution, and you must be ready at all times to demon your yourselves towards your general with the dignity and order befitting the glorious troops of Russia. No matter what happens, you must not lose your heads, but remember that everything is possible in war, and that we shall be able, with the help of God, to cope with the arduous task imposed upon us."

MUNITIONS AND RAILWAY MATERIAL FOR VLADIVOSTOCK.

Attempts, says the shipping correspondent of the *Times*, are still being made, and will no doubt continue, to get munitions of war to the Russians in the Far East. Port Arthur being practically hopeless, the port of Vladivostok is now the goal of these shipments. Several coast steamers are on their way, and a large quantity of railway material is being shipped from the United States in a neutral steamer. The risks of capture on the hall of this vessel have been written at ten guineas per cent., but the cargo is, I understand, a most uninsured. This rate of ten guineas per cent. compares with rates of 5s. per cent. and even less accepted for the risks of capture of steamers carrying contraband cargoes to Japan. Various devices, which it is undesirable to describe, are being utilised to make the Russian shipments more safe than they would at first sight appear, and vessels clearing for Vladivostok are, of course, ostensibly sailing for neutral ports.

VIEWS OF ADMIRAL FREMANTLE AND ADMIRAL BRIDGE.

Admiral Sir E. B. Fremantle, who was formerly in command of the China Squadron says in a contribution to the *London Daily Chronicle*—

The landing of the Japanese at Pitsawo, now officially reported, was what I always expected from the natural advantages its selection afforded. The Elliot and Blende group of islands give some protection to transports, and have good anchorages, which we may be quite sure are patrolled by the Japanese torpedo flotilla, while though from the shallow water the landing of stores is difficult, it is generally smooth water in the prevailing northerly winds, and landing is possible for many miles along the coast, so that any effective opposition was improbable. The bearing of the landing of an army at Pitsawo on the military situation I leave to your Military Correspondent; but I wish to remark on the remarkable caution shown by the Japanese in waiting for the effective sealing of Port Arthur to big ships, and the advance of their Yalu army, before engaging in an operation which they must have long contemplated. The interesting question from a naval point of view now is whether the Russians will attempt to interfere with the Japanese transports, risking all in a determined attack with destroyers and torpedo-boats, or will their torpedo fleet remain passively at Port Arthur to be ignominiously captured when that fortress falls in due course. What course Nelson would have followed under similar circumstances we cannot doubt when we remember his orders whilst in charge of the defence of our coast against the threatened French invasion in 1801, a long memorandum on the course to be adopted by our flotillas concluding as follows:—"Whatever plans may be adopted, the moment the enemy touch our coast, be it where it may, they are to be attacked by every man afloat and on shore. This must be perfectly understood—never fear the result." Probably the Japanese will again follow the precedent of 1894, and secure a better base at Talienwan Bay, which affords many bays and coves where stores can be landed without difficulty, some of which are not likely to be adequately defended against land attack.

Admiral Sir Cyprian Bridge, the late Commander-in-Chief on the China Station, arrived at Queenstown on the 9th ult. In an interview he said that the recent Japanese victories showed undoubtedly that the Japanese navy was very highly and efficiently manned by able and well-trained officers and men. Alluding to the controversy on large battleships, Admiral Bridge pointed out that he had never said that a large type of battleship was not to be commanded. He was of opinion that if battleships were built of a medium size they would be of more service.

CORRESPONDENCE.

PORTUGUESE AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 7th June.

SIR.—Looking at the number of patients admitted into the Infectious Diseases Hospital at Hongkong during 1903 suffering from plague, one cannot help being struck by the very small number of Portuguese attacked by the dread disease. I have not the figures of the last census at hand, but I believe I am not wrong in stating that the Portuguese greatly outnumber the European community.

Of the latter 27 were admitted against only 3 of the former, and against 55 of nationalities other than Chinese—a remarkable fact which cannot be accounted for by better feeding and healthier surroundings, since the Portuguese, taking the community as a whole, have more limited means, and are more poorly housed than the Europeans. It will be very interesting to trace the cause of their immunity, almost complete, from a disease which respects no race or nationality.—Yours, &c.

SANITAS.

[Our correspondent is mistaken in his supposition that the Portuguese greatly outnumber the European community. According to the last census returns (1901) the Europeans and Americans in the Colony other than Portuguese numbered 3,860, while the number of Portuguese was 1,956. There still remains, however, a most noteworthy difference in the ratio.—ED. D.P.]

AN INQUIRY.

TO THE EDITOR OF THE "DAILY PRESS."

6th June, 1904.

SIR.—Can you give me any information about a certain "Yun Ngoy Hospital," Yau-mat? A well-dressed Chinaman brought me a written subscription form, which stated that the directors of the above hospital among other things "serve out tea to those who care to partake of it," and begging for funds to carry on the good work. As no directors' names were mentioned, and my Chinese interpreter had never heard of such an institution, I wondered whether the numerous firms whose names appear as subscribers were being victimised, or whether the Yun Ngoy Hospital is really worthy of the support of Europeans and Chinese.—Yours, etc.

INQUIREE.

[We have not been able to learn that a hospital bearing this name exists.—ED.]

GERMAN EMPEROR WIRES TO SHANGHAI.

The following telegram was despatched from Shanghai by the German Consul-General:—
"Shanghai, 29th May, 1904.
"To His Majesty, Berlin.

"Yesterday afternoon, under the auspices of the German Navy League of Shanghai, as also a wider circle, including the children of the German school, the commissioning of your Majesty's river gunboat took place. Great enthusiasm was expressed for what had been accomplished by the German Navy League. A representative gathering of Germans, especially of those connected with commerce and shipping, was held at the German Consulate-General, who took the opportunity to give expression of their allegiance and gratitude for the gracious interest taken in them by your Majesty.—KNAPPE."

His Majesty telegraphed the following reply:—
"To the assembled Germans present at the commissioning of my river gunboat, I desire to convey the Imperial thanks for the expression of allegiance transmitted to me."

"WILHELM, I. R."

PAKHOI.

June 4.

THE ACTING BRITISH CONSUL.

Mr. and Mrs. G. W. Pearson arrived here on the 24th ult. Mr. Pearson has assumed the charge of the British Consulate, while Mr. M. Hughes, who had come from Hoihow on the 9th ult. to await the arrival of Mr. Pearson to hand over to him the charge of the Consulate, left on the 2nd instant for his post in Kiangchow.

THE CUSTOMS.

Mr. Robert Henkel, examiner I. M. Customs, was transferred to Hoihow as Acting Tide Surveyor and Harbour Master vice Mr. G. A. Forsyth, who is going home on leave.

MISCELLANEOUS.

Pastor Witt, of the Kiel Mission here, accompanied by Mrs. Witt, Misses (2) and Master Witt, left on the 2nd instant on furlough.

The German man-of-war *Tiger* left the port on the 21st ult., after two days' stay.

RUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in hospital treating all sick and wounded from the War.
(2) In aid of the families of Japanese killed in the War.

Mr. J. E. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following subscriptions—for either (or, both) of the above objects, as indicated on the subscription lists.

Already acknowledged	...	\$36,271.86
H. E. General V. Hutton, C.E.	100	
Germichael & Clarke	...	100
H. Jackson	...	25
L. S. Lewis	...	10

\$30,506.88

The Federal Government has purchased the Canada Eastern Railway, situated in the province of New Brunswick, and will operate it as a branch of the Inter-Colonial Railway. The price is stated to be \$90,000,000. The line, which is 136 miles long, was built by Gibbons, the big lumberman, in association with Messrs. Vanvorst and Jardine, of Liverpool.

SUPREME COURT.

Wednesday, 8th June.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND CAPTAIN BASIL TAYLOR (MARINE ADJUTANT).

A COLLISION CASE.

Judgment was delivered in the case in which the Tak Hing firm sued Lo Cheuk and Chau Shan for \$5,000, being damages sustained by the plaintiffs by reason of the negligent navigation by the defendants' launches *Cheong Lee* and *Kwong Loi* respectively belonging to them, whereby the plaintiff's cargo-boat No. 381 was sunk in Hongkong Harbour on 21st October last. Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors) appeared for the plaintiffs; Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. O. D. Thomson, solicitor), for the *Kwong Loi*; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. P. Paget Holt, solicitor, of Mr. G. K. Hall Brutton's office), for the *Cheong Lee*.

His Lordship said that he would not reserve judgment because it seemed to him to be a very clear case. There was no doubt that the collision occurred somewhere between the shore and the bow—somewhat to the east of the bow—of the *Stanley*. One launch, the *Cheong Lee*, was going from Yau-mat to the Pak On pier, and the other launch, the *Kwong Loi*, which had the cargo-boat lashed to it, was going out on a course, which was very clearly shown by looking at the relative position of the *Stanley* and the pier. She was going past the bows of the *Stanley*; the tide and wind were coming from the East, and all she wanted to do was to round the *Stanley*. The two boats were going along a course by which one would have to cross the other, and it was quite clear that the *Kwong Loi* had the *Cheong Lee* on her starboard side. That being so it was the duty of the *Kwong Loi*, under article 19, to have kept out of the way of the *Cheong Lee*, if she could do so. Now, it was quite clear that the *Cheong Lee* kept on her course, herring, of course, any little deviation caused by junks, cargo-boats, etc., as it was obvious that in a crowded harbour these would be necessary, until immediately before the collision occurred, when she starboarded her helm to come round to avoid, as far as possible, the full effect of the collision. There was nothing to prevent the *Kwong Loi* from doing her duty, that was to port her helm and go under the stern of the *Cheong Lee*. All she had to do was to have ported her helm, which would not have taken her at all out of her course, but would have taken her under the stern of the *Cheong Lee*, as she should have gone. The coxswain of the *Kwong Loi* said that if the *Cheong Lee* had not caught him they would have crossed over the *Cheong Lee*'s bows, as they were trying to do. It was quite clear that he caused the collision. It seemed to him that the whole occurrence was clearly accounted for by the *Kwong Loi* neglecting to port, which she might have done with the greatest of ease, and gone under the stern of the other ship. It was alleged that there was a cargo-boat in the way of the *Kwong Loi*, thus preventing her from porting her helm. On the evidence His Lordship found that that was not so. The cause of the collision was quite clear and plain. The *Kwong Loi*, with the cargo-boat lashed to her, was too intent on running ahead of the *Stanley* to bother herself to take proper precautions to avoid the other boat. She caused the collision and she was to blame.

A verdict for the plaintiffs was delivered, with a rider attached to the effect that the *Cheong Lee* was not to blame, but that the *Kwong Loi* was liable for damages to the plaintiffs. The cost of the action to the plaintiffs and to the other side to be borne by the *Kwong Loi*. The question of the amount of damages was referred to the Registrar.

Mr. Sharp asked for leave to apply to the Court for his costs in the event of the other side refusing to pay them, and this was granted.

POLICE COURT.

Wednesday, 8th June.

BEFORE MR. H. H. J. GONPERTZ (ACTING POLICE MAGISTRATE).

STOWAWAYS FROM JAPAN.

Two men and six women were charged with stowing away on the s.s. *Courfield* at Kutching.

Captain Marter, the master, gave evidence; and it transpired that the stowaways had been put into a tank, where they remained for four days before being discovered by the captain, food in the meanwhile having been passed down to them by the sailors.

The stowaways said they had been put on board by a man who made arrangements with the sailors, and they paid \$50 each for their passages.

His Worship fined the two men \$100 each and the six women \$5 each. Fourteen Chinese seamen, including the bosen and bosen's mate, were then charged with aiding and abetting the stowaways. They tried to put the blame on a European quartermaster, saying they had been afraid to tell.

Four of the defendants were fined \$100 each, and the remainder \$20 each.

DYNAMITE AND ARREST.

A Chinese fisherman arrested for having dynamite and detonators without flying a red flag on his boat offered the constable a bribe of \$1.

For the first offence he was fined \$20, and for the second he was sentenced to six weeks' imprisonment.

ALLEGED ROBBER DISCHARGED.

A man was charged with armed robbery.

Complainant, a Chinese woman residing at Hungnam, gave evidence that some nights ago she was rudely awakened by

a noise from the roof. Shortly afterwards the roof was broken open and four men with blackened faces jumped into the house. One of them had a revolver and the others were armed with knives. The robbers assaulted her, threatened her, and took clothing and valuables worth \$15. Some days later she observed defendant in a store, and pointed him out to a constable.

His Worship thinking the evidence sufficient to warrant conviction dismissed the case.

PICKPOCKET AT THE KOO SHING THEATRE.

Two Chinese men were sitting side by side at the Koo Shing Theatre, one of them being very well dressed in native costume. After a short while the latter was about to leave when the other discovered that his pocket had been picked. He promptly gave an alarm and the district watchman smartly arrested the thief who, as it happened, had stolen \$110.

Prisoner was sentenced to 15 days' imprisonment and six hours' stocks.

ALLEGED TICKET SNATCHING.

A man was charged with snatching a ticket. An emigrant who gave evidence went to the Harbour Office to get a pass to go to Singapore. Afterwards, as he was walking down the street with a ticket in his hand, a man snatched it and ran, and he was prevented from giving chase by four or five others. In the evening, however, he spotted his man and pointed him out. The defendant was given the benefit of a doubt and discharged.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

DUST-MEN FINED.

A Conservancy contractor charged with allowing one of his boats to remain at Kennedy Town wharf, was fined \$48.

Another contractor was charged on account of one of his boats absenting itself, with the result that rubbish on the wharf caused a nuisance. He was fined \$50.

OPIMUM.

There were several cases of illicit opium, various fines being imposed. One man was fined \$100 or two months' imprisonment, and another case of alleged forging the Opium Farmer's label has come before the Court.

THEFT FROM THE R.C. CATHEDRAL.

For stealing bananas leaves from the R.C. Cathedral grounds a Chinaman was sentenced to seven days' hard labour.

PIGS NEAR THE RESERVOIR.

Twelve Chinamen charged with keeping pigs at Taitan were fined 50 cents each.

ANOTHER DESCENT ON REFJHM LITERATURE.

The Grand Council, the *Peking* and *Tientsin Times* says, has recently issued a circular letter to all viceroys, governors and high officials generally pointing out that booksellers and publishers in the South have lately been actively circulating books and magazines of a seditious character, such as "The Reformation of China," "The Awakening of China," "The New Kwangtung" and "New Hunan," "The Freedom of China," "The Soul of China," "The Wonders of the Twenty Dynasties," "The Reformation of the People," the most recent publication being "Manchuria at the head of New China." In reading such books the people cannot fail to have their feelings stirred and their imagination excited, and if such writings are sanctioned the general peace of the country will be seriously threatened. All this is not only contrary to Chinese law, but opposed to international laws also, and the Grand Council therefore orders the circulation of such works to be strictly prohibited in every province. If the educated officials and people (from the Chinese standpoint) will combine to render their circulation impossible, the harm done by their seditious tone will be insignificant. The Grand Council further demands that in the event of any of the above named books being in the possession of officials and high class people, they will immediately destroy them, and if after this warning they find any booksellers selling the same privately or publicly, their property must be confiscated, and those guilty of purchasing and reading them must be arrested and imprisoned. If any students are found to read such books not only must they be punished, but the Directors of the school, also.

TANJONG PAGAR DOCK CO.

DIRECTORS' REPLY TO MR. ANDERSON.

The Consulting Committee of the Tanjong Pagar Dock Co. have replied from London to Mr. John Anderson's recent attack. The letter winds up as follows:—

So far as can be discriminated, Mr. Anderson's chief grievance is the Consulting Committee, and he hangers for its abolition. But the circumstance which called that body into being—namely, that the great bulk of the proprietors are in this country—exists in as marked a degree to-day as it did then, and, until that position has reversed itself, the shareholders, however much they might wish to change its present personnel, would make a great mistake to dispense altogether with such a salutary control over their property. It is apparently an offence in Mr. Anderson's eyes for a commercial company to be run mainly for the benefit of its shareholders, and as far as can be made out, he seems to consider it almost wrong that shareholders, far more deeply interested in the enterprise than he is, should be solicitous about the steadiness of their returns from it. Mr. Anderson is vehement for sweeping changes, not only as regards the Committee but in the Board itself, and has no patience with anyone questioning his judgment as to what is best for his fellow-shareholders. His attitude, in fact, is only consistent with aspirations towards sole directorship, but the general body of the shareholders will probably take the view the Committee do, that any greater concentration in hands otherwise fully occupied is against the forward interests of the Company.

MANILA NOTES.

CHINAMAN WINS HIS CASE.

The Hawaiian-born Chinaman, who claimed to be an American citizen, has been admitted into the islands. This important test case has been before the Court for some time.

CORPUS CHRISTI.

On Corpus Christi a parade started from the cathedral at 5.30, went down Calle Palarco, along Calle Victoria to Calle Solana and returned to the cathedral by Calle Santo Tomas. Thousands joined in it. During the early hours of the evening the streets were lined with worshippers wending their way to the evening exercises, and the thoroughfares were blocked for several hours. In this connection it might be stated that not only the religious festival is remembered, but thirty-one years ago on that day the islands were visited by one of the most disastrous earthquakes known in the archipelago's history. The old cathedral which stood on the site of the present structure was completely destroyed. Hundreds of people lost their lives in the terrible catastrophe. The earthquake occurred between three and four o'clock in the afternoon as services were in progress in the cathedral. The falling of the cathedral killed hundreds, among them many padres, and hundreds were killed in other portions of the city.

THE CITY OF MANILA.

Governor Taft's report for 1903 contains some items particularly interesting to Hongkong on account of the similarity of many existing circumstances:—During the year about 150 buildings were condemned and ordered to be removed. Much has been done in the way of repairs to streets, widening streets, and giving the city a modern cleaning every day. Of course the absence of the sewerage system entails very heavy expense in the introduction of the pail system. The falling-off of the population (the city of Manila between 1900 and 1903 from 200,000 to 221,500, as shown by two censuses, is not inexcusable. In 1900 there was much disturbance throughout the country, and the insurrection had not ceased in many parts. The effect of the insurrection upon those who were wealthy or who had money enough to come into Manila was very marked, and they fled to Manila as a place of refuge. As so on, however, as conditions became more tranquil they went to the country, so that the reduction in the population of Manila is a significant evidence of the tranquillity of the provinces. The introduction and maintenance of a modern fire system and a metropolitan and native police force, and of an effective street-cleaning gang are all shown in the report of the city. There is considerable doubt as to what ought to be done about taking down the walls of the walled city of Manila and how the open spaces in the city ought to be improved. There are in the city itself and in the environs of the city great opportunities for beautifying the landscape, and it is hoped that in time the city of Manila will be made the handsomest city in the Orient. Improvements are expensive, however, and must be accordingly slow.

Manila is interlarded with what are called esteros, small creeks or arms of the sea that are useful for navigation and that are now made the vehicle for much of the deleterious sewage of the town. The rise and fall of the tide assists in carrying off the sewage, but the fall of the tide exposes the mud and filth of the bottom to the sun in such a way as probably to produce illness. The ultimate hope of the introduction of the sewerage system into the city is that the esteros not useful for navigation may be filled, and that those which are useful for navigation may be, as the term is, canalized, that is, dredged out and have their banks walled so that the coming and going of the tides shall only cleanse the water without exposing the filthy bottom. A comprehensive sewer system would take much away from the esteros and would leave them to discharge only the useful function of cheap transportation.

EMPIRE-GROWN COTTON.

The growth of cotton within the Empire, remarks the London *Globe*, will receive a wholesome stimulus from the discussion in the House of Commons on the subject last night, and especially from the speech of the Colonial Secretary. The subject was alluded to as a pressing one in the King's Speech at the opening of the session, and the House has now committed itself by a unanimous vote to a resolution setting forth that it is the duty of the Government to encourage the production of cotton in Africa, and to co-operate as far as it can with the commercial associations formed to promote the industry. It is hardly necessary now to enlarge upon the vast importance of the enterprise. The fact that through our unfortunate dependence upon one source of supply the Lancashire working men are estimated to have lost £3,000,000 in wages in less than six months is proof sufficient, if any were needed, that we have not moved in the matter too soon. It will not escape attention, either, that according to Mr. Lytton the consumption is increasing so fast in America that the whole product of the United States will soon be required at home. Happily, as Mr. Lytton went on to show, we have ample resources of our own, which are being rapidly developed, with every prospect of complete success. Allico in Rhodesia, in Central Africa, and in West Africa, experiments have been made which prove the suitability of climate and soil for the cotton plant, and these are being watched carefully and sympathetically by the Colonial Office, and will be aided as far as possible. As the Colonial Minister observed, the co-operation of the Government will necessarily mean very considerable expenditure, but the money will be well laid out. It would be false economy of the most pernicious kind to starve at the outset an undertaking which is of such vital consequence to the Empire.

KODAKS! KODAKS!! KODAKS!!!

AND
PHOTO GOODS OF EVERY DESCRIPTION.
We have an Establishment Solely devoted to
DEVELOPING AND PRINTING
or Amateur, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)
138

NERNST

NEERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN or SIEMSEN & CO.

SHIPPING NOTES.

WEATHER.
The s.s. *Siam* from Shanghai reports S.W. by winds and cloudy with light rain throughout. The *Trichow* on her passage from Bangkok experienced fine weather.

MISCELLANEOUS.
The s.s. *Shaoching* arrived from Saigon yesterday with 2,000 tons of rice for Messrs. Butterfield and Swire. The *Tuichow* from Bangkok brought 1,450 tons for the same consignees.

The s.s. *Oscar II.* arrived from Moji yesterday with 4,000 tons of coal for the Mitsui Bussan Kaisha.

The s.s. *Choy Sang* arrived from Shanghai yesterday. Included amongst her cargo is 121 cases of cartridges, necessitating her anchoring off Stone-cutter's Island.

STEAMER MOVEMENTS.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port yesterday morning. The Indo-China steamer *Namsang* left Calcutta for this port via the Straits on the 5th inst., and may be expected here on the 22nd inst.

The O. & O. steamer *Gaelic* left Shanghai for San Francisco via Nagasaki, &c., this morning. The steamer *Sagami* left New York on the 2nd inst.

The C.P.R. steamer *Athenian* left Vancouver on Monday, the 6th inst., p.m., for Hongkong via the usual ports of call.

The O.S.S. & C.M. steamer *Kinloch* left Singapore on the 7th inst., and is due here on the 12th inst.

AN EXTRAORDINARY OCCURRENCE.

The *Morven*, *Gairloch*, *Labuan*, *Zilla*, *King Robert*, *Vernon*, *Woodbridge*, and *Nordpal*, that recently arrived at Bombay from Calcutta, all came into port on fire. They arrived in so dangerous a condition that each had to be moored clear of the shipping. While endeavouring to play the hose on the fire on the s.s. *Woodbridge*, the coal piled up in the hold collapsed, and one of the crew, a European, was so badly scalded that he had to be removed to hospital, where he died on the following day.

THE N.Y.K.

The Hongkong Office of the Nippon Yusen Kaisha send us the report and accounts of the 28th half-yearly general meeting, held at Tokyo on the 27th ult. The gross profits of the Company for the past half-year amount to Yen 2,882,169, out of which there has been paid:—

Depreciation	...	741,589.9
Insurance Fund	...	225,042.1
Structural Repair Fund	...	446,299.0
Yen	1,414,931.1	

leaving a balance of Yen 2,471,177, including Yen 1,001,939, brought forward from the last account. The directors now propose that Yen 73,461 be added to the reserve fund, raising it to Yen 1,987,515, and that Yen 71,365 be allowed as directors' and auditors' fees. From the remainder the directors recommend a dividend at the rate of ten per cent., together with two per cent. as special dividend, thus making twelve per cent., per annum, which will absorb Yen 1,320,000. The balance, Yen 1,006,357, will be carried forward to the next account.

NAVAL NOTES.

The s.s. *Siam*, from Shanghai yesterday, reports that on the 7th inst. she passed the little Admiralty tug *Alexandria*, steaming on her journey to Weihaiwei.

All hope of saving the Chinese cruiser *Haitien* is practically abandoned. Attempts have been made to pump out some of her compartments, but the ground gained at low tide has been lost again with the rise of the water, and no permanent advance has been made.

An order has been issued to the effect that in the U.S. Navy the "Star Spangled Banner" shall be played at sunset "colours" instead of "Hail Columbia," as formerly. This seems to be the final official recognition of the fact that the American people have taken "The Star Spangled Banner" for their own and made it their national anthem.

The new gunboat built in Shanghai, which has been set up at the Pasig Iron Works, has sailed for the Cottobato river, and will be used by General Wood in operations against the Moros on the river. She is 60 feet long, 11 feet 6 inches beam, and draws about six feet of water. Her speed will be 10½ knots. A sister boat was shipped to Mindanao lately, in sections which will be set up under the supervision of a representative of the builders, on the lake.



HAVE YOU TRIED "YEBISU"?

THE FAMOUS BEER OF JAPAN.

THIS IS A
PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS
H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL [41]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL
(First Floor Watkin's Building).
Hongkong, 18th February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374. DR. V. DANENBERG & F. DANENBERG, General Managers.
Hongkong, 11th May, 1904. [122]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904 [64]

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [13]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Steves will
be Open at 10 A.M. and 4 P.M. daily. Sundays
excepted to receive and deliver perishable goods
Wm. FARLAND, Manager.
Hongkong, 18th November, 1901. [57]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the business matters of the Press. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, CODES: A.R.O., 6th Ed. Lieber's. P.O. Box, 38. Telephone No 12.

NEW ADVERTISEMENTS

WANTED TO RENT.

TENNIS GROUND on the Robinson Road level. Must be cheap. State terms to—
"TENNIS."
Care of Daily Press Office.
Hongkong, 9th June, 1904. [1455]

NO Toilet Requisites are Complete without these Soaps—
PLANT FLOREL BOUQUET SOAP. Guaranteed made from Fruit and Flowers and to contain no Animal Fat. It is most soothing and refreshing to Delicate Skins.
STAR LIGHT SOAP. Pure and Economical, agreeably highly perfumed, and a Perfect Toilet and Nursery Soap; also CEDAR, GLYCERINE, and TAIL SOAP.
Now on show.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 9th June, 1904. [1456]

WANTED.

By a Gentleman, LESSONS in ENGLISH. State terms to—
U.
Care of Daily Press Office.
Hongkong, 9th June, 1904. [1457]

WANTED.

DOCTOR for about one month for service on a Cable Steamer. Apply at once to—
SUPT.
Eastern Extension Telegraph Co.
Hongkong, 9th June, 1904. [1458]

TO LET.

OFFICE To Let facing Alexandra Buildings. Ground Floor.
Apply—
A. P. C.
Care of Daily Press Office.
Hongkong, 9th June, 1904. [1459]

OPENING OF AQUATIC SEASON.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, on SATURDAY, the 11th inst., at 4.30 p.m. Sharp.
The Secretary's Lunch will leave Blake Pier sharp at 4 p.m. to convey Spectators and Competitors.
Entrance Fee: Non-Members, 50 cents.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, 9th June, 1904. [1460]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"SEYDLITZ."
OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf at Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. To-day, the 8th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 14th instant, at 9.30 A.M.
All Claims must reach us before the 19th instant, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD, BREMEN.
Agents,
HONGKONG, 8th June, 1904. [1461]

OCEAN STEAMSHIP COMPANY, LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1904. [1462]

RUIHART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE CHAMPAGNE AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUREN WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [1264]

INTIMATIONS

THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY
FOR A FEW NIGHTS ONLY.

**FANNY STANLEY'S
COMIC OPERA & DRAMATIC
COMPANY.**

25 ARTISTES. 25 ARTISTES.
GRAND OPENING NIGHT—
TO-NIGHT (TUESDAY), JUNE 9th:
The Delightful Comic Opera in 3 Acts,
"DOROTHY."

TO-MORROW (FRIDAY), JUNE 10th:
The Great Adelphi Nautical Drama in 5 Acts,
"HARBOR LIGHTS."
SATURDAY, JUNE 11th:
Emotional Drama in 5 Acts,
"EAST LYNNE."

Miss FANNY STANLEY in her Grand
Impersonation as Lady Isabel and
Madame Vine.
MONDAY, JUNE 13th:
Comic Opera,
"LA MASCOTTE."

TUESDAY, JUNE 14th:
Comic Opera, "MIKADO,"
in its Entirety.

WEDNESDAY, JUNE 15th:
Comic Opera,
"THE NAUTIC GIRL."
All New Scenery and Costumes.
Prices 3, 2 & 1 Dollars.
Plan Now Open at ROBINSON PIANO
COMPANY.

Doors Open 8.30. Overture 9 p.m.
Late trains will run after each performance,
also Launch for Kowloon. Representative, T. Empson.
Hongkong, 4th June, 1904. [1420]

WANTED.

By an English Speaking Chinese Gentleman.
Situation of PRIVATE SECRETARY
and INTERPRETER to English or American
Tourists travelling in China or elsewhere.
Moderate salary. Best references.
Apply to—
T. C.
Care of Daily Press Office.
Hongkong, 16th May, 1904. [1250]

WANTED.

RELIABLE ASSISTANT (Male or
Female) wanted to take Charge of
Department in General Store.
Apply to—
L. K.
Care of Daily Press Office.
Hongkong, 8th June, 1904. [1446]

WANTED.

By a Gentleman, LESSONS in GERMAN.
one hour a day, 7 to 8 A.M. State terms.
Apply to—
B.
Care of Daily Press Office.
Hongkong, 13rd June, 1904. [1410]

AMOI ENGINEERING CO., LD. AMO Y

CALL FLAG E.
REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron
Moderate charges. Works solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. 1450

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

**MAIL TABLES
FOR
1904.**
Mounted on Card ... 30 cents
Paper ... 10 cents
On Sale at the Daily Press Office.
Hongkong, 5th March, 1904

PUBLIC COMPANIES

**THE CHINA LIGHT & POWER
COMPANY, LIMITED.**

**THE THIRD ORDINARY ANNUAL
MEETING of SHAREHOLDERS** in the
Company will be held in the COMPANY'S
OFFICES, No. 14, Des Voeux Road, Victoria,
THIS DAY (THURSDAY), 9th June,
1904, at 11.30 A.M., for the purpose of receiving
Statement of Account, and the Report of the
General Managers for the year ending 25th
February, 1904, and electing a Consulting Com-
mittee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED on MONDAY, 6th,
TUESDAY, 7th JUNE, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th June, 1904. 1377

THE PUNJON MINING COMPANY, LIMITED.

NOTICE.
The above Company are requested to
attend a PRIVATE MEETING, to be held
in the COMPANY'S OFFICE, No. 13,
Beaconsfield Avenue, on MONDAY, the 13th
JUNE, 1904, at 4 p.m., to discuss the scheme of
reconstruction.
By Order of the Board of Directors.
A. R. LOWE,
Acting Secretary.
Hongkong, 7th June, 1904. [1438]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at the
OFFICES of the COMPANY in ALEXAN-
DRA BUILDINGS, on WEDNESDAY,
the 15th of JUNE, 1904, at 11 A.M., when the
subjoined resolution which was passed at an
Extraordinary General Meeting of the Com-
pany held on the 31st of May, 1904, will be
submitted for confirmation as a Special Resolu-
tion.

That the Capital of the Company be increas-
ed to Nine Hundred Thousand Dollars by the
creation of Thirty Thousand New Shares of
Ten Dollars each.
By Order,
A. H. MANCCELL,
Secretary.
Hongkong, 31st May, 1904. [1383]

**WAVERTLEY HOTEL, No. 8, ICE
HOUSE STREET.**
The EYRIE (PEAK).
No. 3, CAMERON VILLAS (PEAK).
ALEXANDRA BUILDINGS, Rooms
on the Top Floor.
BELLIOS TERRACE, Nos. 10, 13 & 21.
WESTWARD HO, Top Floor only.
QUEEN'S ROAD CENTRAL, TWO
ROOMS, over Aches & Co.
No. 3, SEYMOUR TERRACE (Furnished).
Apply to—
L. NESTED & DAVIS.
Hongkong, 6th June, 1904. [1429]

HONGKONG CLUB.
TO LET.
A SUITE of TWO ROOMS, on the
Ground Floor of the Annex, suitable for
Offices. For particulars apply to the undersigned.
C. H. GRAVE,
Secretary.
Hongkong, 4th June, 1904. [1417]

THE HONGKONG & CHINA GAS CO.
beg to notify the public that Messrs.
KUNG HING & CO., 474, Des Voeux Road
West, are the SOLE AGENTS for the sale of
the Company's Coke and Tar, and that all orders
should be sent to the said Agents-direct.
GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [1447]

THE HONGKONG & CHINA GAS CO.
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should be sent to the said Agents-direct.
GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [1447]

NOTICES OF FIRMS

NOTICE.

FUKUZO SANO having from the 1st
June, 1904, purchased the business of
M. MUMEYA, Photograph Gallery, 2nd
Floor, 8a, Queen's Road Central, All Debts
due to and by M. MUMEYA up to the 1st
June, 1904, will be received and paid by M.
MUMEYA, and the business will be continued
by FUKUZO SANO under the same style of
"M. MUMEYA."
FUKUZO SANO.
Hongkong, 4th June, 1904. [1418]

NOTICE.

COKE AND TAR.
THE HONGKONG & CHINA GAS CO.
beg to notify the public that Messrs.
KUNG HING & CO., 474, Des Voeux Road
West, are the SOLE AGENTS for the sale of
the Company's Coke and Tar, and that all orders
should be sent to the said Agents-direct.
GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [1447]

A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the
above Company has This Day been
REMOVED to ALEXANDRA BUILD-
INGS, DES VOEUX ROAD, 2ND FLOOR.
A. H. MANCCELL,
Secretary.
Hongkong, 23rd May, 1904. [1317]

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE,
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S OCEAN S.S. CO.,
and CHINA MUTUAL S.S. CO.
For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Clater Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [1239]

**INDO-CHINA STEAM NAVIGATION
COMPANY, LD.**

APPLICATION has been made to the
General Managers of this Company to
issue to RUSSO-CHINESE BANK of Hong-
kong duplicate certificates of 200 shares in the
above Company or other certificates in lieu
thereof upon the Statement that the original
certificates, viz.
No. 69 for 25 shares
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Hongkong, 1904.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]
Paris, 6th May.

A RESTAURANT FOR WORKGIRLS.

The opening of the first *Restaurant des Midinettes*, or Paris seamstresses, close to the Opera, round which centre the principal dress-making houses of this capital, is an event which all Parisians have been looking forward to with the greatest pleasure. That something of the kind was wanted since a long time cannot be denied. The Association which has taken the title of *Les Midinettes* deserves the greatest praise for so successfully carrying out its work, in establishing restaurants in Paris where work-girls may get a good meal in the middle of the day at a price which all of them can afford. A society has accordingly been formed with a capital of 15,000 francs in 25 franc shares, payable in instalments of 2fr. 50c. Five hundred shares have already been taken up, proof that the speculation is a popular one. Only workgirls of course are accepted as customers. The following menu is available for the modest sum of half a franc—Bread, one sou; meat, four sous; vegetables, two sous; dessert, one sou; coffee or wine, two sous. When a workgirl shall have had a hundred meals at the *Midinettes* restaurant, she will have a right to a tenth share in the establishment, each of the shareholders having consented to hand over his share or shares to the workgirl. When the whole of the six hundred shares are in the hands of the tidy and attractive little seamstresses, a second restaurant will be opened, so will the excellent work of the Association be extended. The idea is likely to be taken up by large provincial towns, where there is every reason to believe it will meet with a similar success.

M. WALDECK-ROUSSEAU.

It is not at all so certain that the operation just performed on M. Waldeck-Rousseau—whose condition continues to be most alarming—will save his life, though the ex-Premier is reported to have experienced slight relief. Parisians view M. Waldeck-Rousseau's condition as so serious, that they are quite prepared for his death; the unfortunate man is declared to be beyond recovery, and to operate on him is only to prolong his terrible sufferings.

Enormous regret is expressed by everyone for the ex-Premier, a person looked upon by all classes as a most high-minded and distinguished statesman, as well as the first advocate in France. If so illustrious a politician passes away, France will ever remember the conspicuous part he played while Premier: he distinguished himself right and left on several occasions, and proved to be the strongest Cabinet Minister the French had for many years. Only four years ago he formulated the anti-monastic and the social policy which he, "heir and successor," M. Combes, as the latter described himself, carried out to its inevitable conclusion. Again, if the revision of the Dreyfus trial was the work of the present President of the Chamber, M. Brisson, it was not the less M. Waldeck-Rousseau who bore the brunt of the agitation, in his capacity as France's Premier. The great speech on the future educational policy of the country, and the necessity for a comprehensive Law on Religious Associations delivered at Toulouse by M. Waldeck-Rousseau, shortly after the sensational trial at Rennes, is still green in the minds of most people. The alarming condition of the distinguished statesman came rather as a surprise, for the news was sudden. Hardly had reassuring reports been made, when the unfortunate Parisian, then these were superseded by very disquieting ones. His numerous friends believe that he came back to Paris too soon from the Cap d'Al, where he was enjoying a well-earned rest, and was gaining strength. No sooner was he back in town, than the symptoms of his *maladie*—the nature of which is still kept secret—grew rapidly worse, necessitating the immediate surgical operation which has just taken place under the supervision of five eminent specialists.

THEATRE REFORMS.

M. Guity, the well-known actor, and able director of the Renaissance Theatre, is the only manager who up to the present has had the courage to grapple seriously with the *outrage* nuisance to which foreigners and Parisians are alike subjected every time they go to a theatre. *Ouvruses* is the name given to those women in charge of the cloakrooms in play-houses, who never fail to pester the audience with all sorts of requests, to patronise the *vestibule*, in order to extort tips from spectators. Ladies are brought weaker footloose, whether they want them or not, for which they are charged six sous; visitors not knowing the "tricks of the trade" at first feel grateful for the attention shown to them, until "called upon to pay" perhaps as much as one franc, as *petits benefices*. There are at least fifty of these *ouvruses* in each theatre in Paris; these pay sums varying from 1fr. to 4 francs per night to the management for permission to annoy the public—hence theatrical managers, when appealed to, declare they are powerless in the matter, and cannot suppress the long-standing public nuisance, which has been allowed to go on for years, until now it has assumed a shameful length. Managers make a splendid profit out of these *ouvruses*, as much as 20,000 francs in some cases per annum. In certain needy theatres managers have gone so far as to exact a deposit from these cloak-room women of as much as 200 francs, which if multiplied by fifty brings in a revenue of 10,000 francs; this added to the rent of the theatre *coffe* has been in some instances the sole capital on which a play-house was opened; in such cases, especially if the play did not hit the public taste, the *ouvruses* were lucky if they ever saw their deposits again. Though Parisians do not like the system of extortion any more than do foreigners, it must be confessed that they tolerate it with more resignation. As already remarked, M. Guity is doing his level best to suppress the nuisance in his theatre at least; on no account will he allow his audience to be annoyed by *ouvruses* and tips are forbidden. It is a pity that other managers do not second M. Guity in his determination that the theatre is to serve the public, and not to annoy it in any way. M. Guity exacts no "bribe" from the *ouvruses*; if ladies and gentlemen care to slip half a franc into the hand of the cloakroom women, well and good; to exact gratuities implies instant

dismissal. This is only as it should be—severe, but just.

AN EIGHT-HOUR DAY FOR MINERS.

The French Government is ever ready to do all it can to reduce the terrible hardships of miners at work in various parts of the country. The present investigation into the hours of labour in French mines is looked upon as a very salutary measure, and one likely to add to the comfort of the hard-toiling community. French miners are presently waiting for an eight hours' work-day, and the State is not unwilling to grant this request, provided it is carried out gradually. However mine-owners are opposed to a reduction in the hours of labour, alleging that if that takes place, an increase in the importation of foreign coals must follow. The idea of having relays of men, for day and night work, is scarce. The commission entrusted with investigating the mining problem cannot go ahead as fast as it would like, as figures sent in to them are not quite reliable. Reports to hand point that long hours (exceeding 10 hours) are next to unknown in the Nord and Pas-de-Calais mines, which are the two most important in France; the same remark applies to the *bassin de la Loire*. Long hours prevail in the Montceau and Chalon mines, situated in the department of the Saône-et-Loire, as well as at those of Alais and Bessèges in the Midi. It is estimated that some 41,000 miners work less than 9 hours; another 41,000 from 9 to 11; 14,000 from 11 to 12 hours. Consequently short hours predominate. The average number of working hours daily in each mining district is as follows:—9 hrs. 20 m. for Arras; 9 hrs. 14 m. for Douai; 9 hrs. 20 m. for Toulouse; 9 hrs. 31 m. for the Seine-et-Oise; 9 hrs. 41 m. for St. Etienne; and 10 hrs. 10 m. for Alais. French miners are a very determined body who appreciate fair treatment; if befuddled, they soon become voracious furies, as recent riots have shown. Naturalisation statistics are always more or less interesting, and those just published for 1903 are no exception to this rule. The number of French naturalisations for last year was 2,130, denoting a falling-off of 66, as compared with 1902. Of these 2,130 applicants, 1,584, or 73 per cent., were men, and 546, or 27 per cent., women. Of the former 93 per cent. had lived in France for more than ten years, and only 7 per cent. less than ten years. Of the rest, 2,130, that is slightly under 20 per cent., were born in France, and 1,278 abroad. Forty-two obtained naturalisation in France, after one year's admission to domicile, because they had married French women. The classification of the persons naturalised was:—English, 17, or about 1 per cent.; Germans, 85, or about 35 per cent.; Belgians, 362, or about 24 per cent.; Spaniards, 68, or about 4 per cent.; Swiss, 63, or about 4 per cent.; Russians, 59, or 4 per cent.; Austrians, 32, or about 2 per cent.; Greeks, 8, or about 1 per cent.; Hungarians, 5, or about 1 per cent.; Poles, 5, about the same percentage; other nationalities, 50, or about 3 per cent.

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Extreme Length... 310 feet.
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Extreme Length... 230 feet.
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Extreme Length... 210 feet.
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Extreme Length... 170 feet.
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Extreme Length... 150 feet.
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Extreme Length... 110 feet.
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Extreme Length... 90 feet.
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Extreme Length... 50 feet.
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Extreme Length... 30 feet.
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LUTGENS, EINSTAMM & CO.,
Sole Agents for China.

Hongkong, 1st July, 1902

280

NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA."

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th June, 1903.

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NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPITAL, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Ecipre, British 4-m. barque, J. McBryde—Standard Oil Co.

Lindhurst, British 4-m. barque, Parnell—Standard Oil Co.

Old, Norwegian barque, Arnoldson—Shewan, Tomes & Co.

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NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in the case it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional cargo will be landed, unless not has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd June, 1904. [10-1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALLAARAT"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where all consignment will be sorted out, mark by mark and delivery will be obtained as soon as the Goods are landed.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	"KINTUCK"	On 12th June.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 14th July.

FOR	STEAMERS	TO
* GENOA, MARSEILLES and LIVERPOOL	"TEENKA"	On 15th June.
LONDON AND ANTWERP	"AGAMEMNON"	On 21st June.
LONDON AND ANTWERP	"YANGTZE"	On 3rd July.
* GENOA, MARSEILLES and LIVERPOOL	"KINTUCK"	On 19th July.
LONDON AND ANTWERP	"KEEMUN"	On 25th July.
	"MOYUNE"	On 2nd August.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"STENTOR"	On 10th June.
	"OANFA"	On 17th July.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CEBU AND ILOILO	"SUNGKIANG"	On 10th June.
SHANGHAI	"CHANGCHOW"	On 11th June.
KOBE	"CHINGTU"	On 18th June.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 20th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1904.
"SATSUMA" ... 9th June.
"RICHMOND CASTLE" ... 24th June.
"ST. FILLANS" ... 30th June.
"LOWTHER CASTLE" ... 31st July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 7th June, 1904.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above
on or about the 11th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th May, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,
at 1 P.M., the Company's Steamship
"AUSTRALIAN," Captain Vernon, with
Mails, Passengers, Specie and Cargo, will
leave the Port for MARSEILLES via Ports
of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 13th June. Specie, and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd June, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSEL ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUVA and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA"

Captain Cobl, will be despatched as above on
WEDNESDAY, the 22nd June, P.M.

For information as to Passage and Freight
apply to
SANDER, WIELER & CO.,
Agents.
Princes Building.
Hongkong, 28th May, 1904.

IMPERIAL KWANGTUNG LOAN OF
1895.

WHEREAS the BONDS issued for the
IMPERIAL KWANGTUNG LOAN
of 1895 provide that "Liabilities contracted
under the terms of this Loan are payable to
bearer. Should this Bond be destroyed by fire
or flood, the holder shall report the number of
the Bond to the office of the Commissioner of
Customs and obtain and deposit the guarantee
of a substantial firm and shall make advertise-
ment in the newspapers. If after the due date
for payment, the Bond of this number shall not
have been presented for payment, the said firm
and the original holder may claim payment of
the principal and interest accruing under this
lost Bond. If at any subsequent date this
Bond be presented for payment, the original
guaranteeing firm shall be required to pay over
the full amount due. In default the firm shall
be fined double that amount. The proceeds of
such fines shall be paid over to the Shan Hon
Chu for public purposes. And the Bond also
provides that on the due date for the payment
of each instalment of principal and interest the
Bond must be presented at the Customs Office
for examination and payment. The Commis-
sioner of Customs shall on each occasion cut off
and retain one of the eleven coupons annexed.
When after six years the full amount of
principal and interest shall have been paid off
the whole Bond shall be cancelled."

AND WHEREAS the final instalment for
repayment of the loan was issued by the
Kwangtung Government on Kwang Hsi 26th
year 12th moon 10th day (29th January, 1901),
and became at once available for repayment of
principal and interest upon presentation of the
Bonds with the last coupon attached,
AND WHEREAS there are at date still
outstanding and unpaid one bond with eleven
coupons attached, one bond with ten coupons
attached, three bonds with five coupons attached,
fourty-eight bonds with two coupons attached,
and nineteen detached coupons, or a total of
151 coupons, all of which have been reported as
lost (or stolen).

AND WHEREAS there are still outstand-
ing and unpaid one hundred and one other
coupons regarding which no report has been
received.

NOTICE IS HEREBY GIVEN that any
of the outstanding coupons under the Imperial
Kwangtung Loan of 1895 which shall not be
presented to the Office of Customs at Canton
for verification and payment on or before
Kwang Hsi 30th year 8th moon 29th day (the
tenth day of August, 1904), will be forfeited
and will not be further recognised, and

FURTHER that any application for repay-
ment of Bonds or coupons reported to have
been lost or stolen shall be accompanied by
a guarantee in a form approved by the
Commissioner of Customs. Notice of the
application shall be advertised at the applicant's
expense for three months in such way and at
such intervals as may seem advisable to the
Commissioner of Customs, and if no objection
is made before the expiration of the three
months the amount claimed may then be paid.

This Notification is issued on behalf of the
Kwangtung Provincial Authorities without
personal responsibility to the undersigned.

R. DE LUCA,
Acting Commissioner of Customs.

Custom House,
Canton, 6th January, 1904.

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"Sanitas"

Unequalled
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the most efficient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.

10, BATHING GREEN,
LONDON, E.

[410]

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PILLS

A French Remedy for all Irrregularities. Thousands
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physicians in all parts of the world. At all Chemists and Druggists, or
sent by post to the undersigned. All communications should be
addressed to the undersigned.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 7th June, 1904.

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THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHER- LANDS INDIA, PHILIP- PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST 1904.

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Linkingtau, Ningpo, Hoihow,
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Shanghai, Santa, Hongkong,
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Chiakiang, Amoy, Swatow.

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Yokohama, Meji, Tainanfu,
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Festivals, Tables of Money Weights, and
Measures, and other Commercial Information
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TREATIES WITH CHINA
Great Britain, 1858; Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1858
Convention, 1890; Rules for Joint Investiga-
tion of Customs Seizures, 1869; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1886; Chungking Convention, 1891;
Tibet Sikkim Convention, 1890; Burmah
Convention 1897; Kowloon Extension, 1893;
Weihaiwei 1898; Convention, Commercial,
Shanghai, 1902.

France, 1858; Tientsin, 1858; Convention, 1860;
Tientsin, 1885; Conventions, 1886, 1887, and
1890; Frontier Trade Regulations.
United States, 1858; Tientsin, 1858; Additional
1868; Peking, 1880; Immigration, 1891;
Commercial, 1903.

Germany, 1861; Tientsin, 1861; Peking, 1880;
Kinchow Convention, 1898; Railway and
Mining Concessions, 1898.

Japan, 1858; Shimonoseki, 1895; Linowang
Convention, 1895; Commercial, 1896; New Ports,
1896. Supplementary Commercial 1903.

Russia, 1858; St. Petersburg, 1881; Russian Land
Trade, 1891; Port Arthur and Tientsin
Agreement, 1898.

Portugal, 1888.

FISCAL PROTOCOL made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Duties Convention 1895;
Russia, Agreements as to Corea; United
States Extradition Treaty, 1895; Great
Britain (Alliance) 1902.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary 1878;
United States, 1882; Great Britain, 1895
Trade Regulations.

TREATIES WITH SIAM Great Britain, 1856; France, 1893; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention, 1899. Great Britain and Siam, 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s
Subjects in China and Corea, 1858, 1877, 1878,
1881, 1884, 1885, 1886, 1887, Rules of
H.M.B.'s Supreme and other Courts in
China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong, Malay States Federation Agreement;
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strative Rules, Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Courts
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3485]

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Estimates, Designs & Prices on Application.
All descriptions of Granite Export.
Hongkong, 17th October, 1899

[10]

ON SALE.

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RIVER

From HONGKONG to WUCHOW,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897

